

Wednesday, 12/14/2005 2:17:10 PM
Linda Lacelle

Process Sheet

Customer	: CC-DAR01 Dart Aerospace Ltd.	Drawing Name	: D350-636-013-014
Job Number	: 25244		
Estimate Number	: 10804		
P.O. Number	: N/A	Part Number	: Z_CUSTOM
This Issue	: 12/14/2005 S.O. No. : N/A	Drawing Number	: Z_CUSTOM
Prsht Rev.	: NC	Project Number	: N/A
First Issue	: N/A Type : N/A	Drawing Revision	: N/A
Previous Run	: 00015	Material	: N/A
Written By	: SEE ABOVE DATE & USER	Due Date	: 12/21/2005
Checked & Approved By	: SEE ABOVE DATE & USER	Qty:	1 Um: Each
Comment	:		

Additional Product

Job Number:



Seq. #:	Machine Or Operation:	Description :
---------	-----------------------	---------------

1.0	LANDING GEAR 1	LANDING GEAR RESOURCE 1
-----	----------------	-------------------------



Comment: LANDING GEAR RESOURCE 1
REWORK SKIDS IN PROGRESS

D350-636-013 B25095 DP05-12-16

D350-636-014 B24389 DP05-12-22

B24658 DP05-12-22 ✓

B24831 DP05-12-22 ✓

B25096 DP05-12-23 ✓

B24830 DP05-12-23

B24387 DP06-1-3

2.0	LANDING GEAR 1	LANDING GEAR RESOURCE 1
-----	----------------	-------------------------



Comment: LANDING GEAR RESOURCE 1

FILE AND POLISH SMOOTH 4 FWD HOLES LONGITUALLY

AS PER ATTACHED DRWG (ENSURE NO CHATTER IN THE HOLE CIRCUMFERENCE AND HOLES ARE ROUND)

DP06-1-3

(7)

3.0	LANDING GEAR 1	LANDING GEAR RESOURCE 1
-----	----------------	-------------------------



Comment: LANDING GEAR RESOURCE 1
DEBURR

DP06-1-3

(7)

4.0	QC5	INSPECT WORK TO CURRENT STEP
-----	-----	------------------------------



Comment: INSPECT WORK TO CURRENT STEP

DP06-1-3

Job Completion



C206103/16

Level 21 INSPECTION

DP0610119

Peter Hum

From: David Shepherd [davids@dartaero.com]
Sent: Tuesday, December 13, 2005 9:18 AM
To: Peter Hum
Cc: Bill Beckett
Subject: Re: D350-636-013/-014 skidtube jig

This is exactly what I had in mind.

David

----- Original Message -----

From: "Peter Hum" <phum@dartaero.com>
To: "David Shepherd (E-mail)" <davids@dartaero.com>
Sent: Tuesday, December 13, 2005 6:31 AM
Subject: RE: D350-636-013/-014 skidtube jig

> Hi David,

>
> I've attached a sketch showing what we could do to the existing stock. I
> decided to split the difference between the 2 holes. I'm reluctant to open
> the holes any bigger since they are already oversized (0.391 and the
bracket
> holes is only 0.375).

>
> I talked to J. Murdoch about how he would do this, he would use a sand
> reamer

>
> PH

> -----Original Message-----

> From: Jean Luc Menard [mailto:jmenard@dartaero.com]
> Sent: Tuesday, December 13, 2005 7:32 AM
> To: 'Peter Hum'; 'Bill Beckett'
> Cc: 'David Shepherd (E-mail)'; 'Dale Trepanier (E-mail)'; 'Eric
> Charbonneau (E-mail)'; 'Jean-Luc Menard (E-mail)'; 'Jason Murdoch
> (E-mail)'
> Subject: RE: D350-636-013/-014 skidtube jig

>
> I will make a temporary jig for the -013 & -014 and modify the
> estimates, this will be done today.

>
> JLM

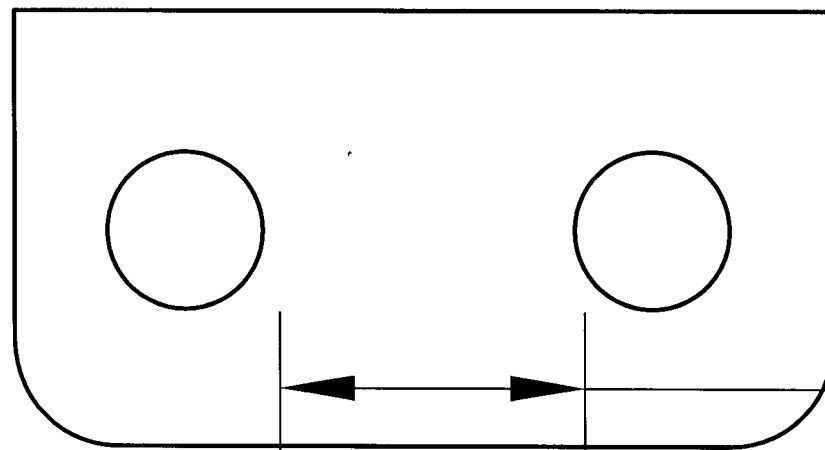
> -----Original Message-----

> From: Peter Hum [mailto:phum@dartaero.com]
> Sent: Monday, December 12, 2005 12:45 PM
> To: 'Bill Beckett'
> Cc: David Shepherd (E-mail); Dale Trepanier (E-mail); Eric Charbonneau
> (E-mail); Jean-Luc Menard (E-mail); Jason Murdoch (E-mail)
> Subject: RE: D350-636-013/-014 skidtube jig

>
> After some investigating, I have determined that Dart will need to drill
the

> fwdmost holes 1.125" apart. I received the bracket that picks up on these
> holes from J. Loader. In order for a customer to make the bracket fit our
> D2750-3/-4 skidtube they would have to open up the skidtube and/or bracket
> hole.

>



0.734

Ø0.391X0.431
OBROUND (TYP)

0.040
(TYP)



> I did try the bracket on the aftmost holes and there was no problem with the installation.

> The current stock and past customers are OKAY since there have been no formal complaints.

> A temporary jig will be made for the sole purpose of drilling the hole in the correct location. A permanent change to the jig will occur after the completion of the Apical Tri-bag/cylindrical project. The temporary jig will take into affect ASAP.

> I've attached some pictures to illustrate the misalignment.

> Peter

> -----Original Message-----

> From: Bill Beckett [mailto:bbeckett@dartaero.com]

> Sent: Thursday, December 08, 2005 9:47 AM

> To: 'David Shepherd'; 'Jean Luc Menard'; Peter Hum (E-mail)

> Cc: 'Peggy McDonald (E-mail)'; 'Susanne Sheldon (E-mail)'; 'Linda Lacelle (E-mail)'; Dale Trepanier (E-mail)

> Subject: RE: D350-636-013/-014 skidtube jig

>

> There is indeed a discrepancy between the drawing and the tool. Dale is raising an NCR to get to the bottom of this. Since we have been making the tubes to this tool for the last 8 years, there is no need to make changes to the tool, stock nor WIP for the time being. We will get the detail information/dimensions on the Aircruiser float system and then take the appropriate action.

> Bill

> -----Original Message-----

> From: David Shepherd [mailto:davids@dartaero.com]

> Sent: December 7, 2005 10:10 PM

> To: Jean Luc Menard

> Cc: BILL B (E-mail); Peggy McDonald (E-mail); Susanne Sheldon (E-mail); Linda Lacelle (E-mail)

> Subject: Re: D350-636-013/-014 skidtube jig

>

> JL,

>

> Thanks for looking into this. Sorry for jumping to conclusions. Silly me for thinking we have been making the parts to the drawings for 8 years. Glad you conformed your new tool. Obviously, this wasn't done 8 years ago.

>

> We should verify that the 1.125 and 67.96 dimensions on page 3 of D2750 are being respected because they are the critical dimensions. If they are, then I would say that the stock and the tool are OK and that as Peter goes through and does the drawing changes for Apical float compatibility, he correct the 23.01 dimension to 23.09 to match the parts we are manufacturing.

>

> David

>

> ----- Original Message -----

> From: "Jean Luc Menard" <jmenard@dartaero.com>

> To: "'David Shepherd'" <davids@dartaero.com>

> Cc: "BILL B (E-mail)" <billb@dartaero.com>; "Peggy McDonald (E-mail)"
> <peggym@dartaero.com>; "Susanne Sheldon (E-mail)" <susannes@dartaero.com>;
> "Linda Lacelle (E-mail)" <lindal@dartaero.com>
> Sent: Wednesday, December 07, 2005 4:31 PM
> Subject: RE: D350-636-013/-014 skidtube jig

> > David,

> > The tooling we re-manufactured this summer were only to drill the
> wearplate
> > holes matching into the blade fitting at the aft end, and yes, there was
> an
> > Mpp created to do a 1st off and get eng approval, these were both
> completed.

> > The tool Peter is referring to is the one that sits on top of the bent
> > skid(DT8150), this tool does not pick up off of any holes created by the
> tool
> > we re-manufactured this summer, the drill jig that has the problem was
> > created in 1998.

> > Jean-Luc Menard
> > Production Engineering Coordinator
> > 1270 Aberdeen Street
> > Hawkesbury Ont
> > Canada K6A 1K7
> > Tel: 1-613-632-3336
> > DART AEROSPACE LTD.

> > -----Original Message-----

> > From: David Shepherd [mailto:davids@dartaero.com]
> > Sent: Wednesday, December 07, 2005 5:04 PM
> > To: Peter Hum
> > Cc: Bill Beckett; Jean-Luc Menard; Susanne Sheldon;
> > pmcdonald@dartaero.com
> > Subject: Re: D350-636-013/-014 skidtube jig

> > Then I think you better raise an NCR right away and we better put a DO
NOT

> > SHIP on D350-636-013/-014 while
> > we check into this. I know we changed the tooling on the 350 this
summer.

> > I wonder if this discrepancy is somehow related to that.
> > The critical thing is that the holes in the front are the correct
distance
> > apart from the holes in the back and the right
> > distance apart.

> > If there is a problem, then it should have been picked up when they did
the

> > first article inspection when the first parts
> > were made off the new jig. I wonder if this was done.

> > David

> > ----- Original Message -----

> > From: "Peter Hum" <phum@dartaero.com>
> > To: "David Shepherd (E-mail)" <davids@dartaero.com>
> > Sent: Wednesday, December 07, 2005 2:29 PM
> > Subject: D350-636-013/-014 skidtube jig

> > > David,

> > >
> > > The jig for the D2750-3/-4 skidtube (AirCruiser) is putting the
fwdmost
> > hole
> > > in the incorrect longitudinal position. They are using the same jig
for
> > > D2750-1/-2/-3/-4. The fwdmost hole on the -3/-4 is out of alignment by
> > > 0.080". The problem is the jig makes a concentric match for a hole on
> > > a -1/-2 to match a hole on a -3/-4; however the drawing calls for the
> > holes
> > > to be slightly offset.
> > >
> > > The -1/-2 skidtube are okay
> > >
> > > What actions would suggest we do?
> > >
> > > Thanks
> > >
> > > Peter Hum
> > > Mechanical Designer
> > >
> > > DART Aerospace Ltd.
> > > Email...phum@dartaero.com
> > > Phone...613-632-3336
> > > Fax.....613-632-4443
> > >
> > >
> >
> >
> >
>
>

Job Costing Report

Dart Aerospace Ltd.
Hawkesbury

Nov 24, 2005
02:54 pm

Work Order No : 0024717
Project Name : RTN421
Project For :
Work Order Type : Main
Main WO Number :
House Part Number : RETURN
Description :
Manufactured : No
Amount Req'd : 0
Amount Done : 0
Start Date :
Est Finish Date :
Act Finish Date : 11-24-05
Drawings Req'd : No
Ok for Approval :
Approval Rec'd :

Department Code:
Burden Flags : NNNNNNNN
WO Status : Closed
Invoice State : Not Invoiced
Invoice Date :
Invoice Number :
Invoice Amount : 0.00
Order Entry No :
OE Value : 0.00
Est Margin : 0.000%
Actual Margin : 0.000%
\$0 Posted to Finished Goods

	Estimated	Actual	Var. %	Posted	To Post
Material Cost :	0.00	0.00	0.00	0.00	0.00
Engineering Hours :	0.00	0.00	0.00		
Engineering Cost :	0.00	0.00	0.00	0.00	0.00
Production Hours :	0.00	0.17	100.00		
Production Cost :	0.00	2.51	100.00	0.00	2.51
Packaging Hours :	0.00	0.00	0.00		
Packaging Cost :	0.00	0.00	0.00	0.00	0.00
OverHead Hours :	0.00	0.00	0.00		
OverHead Cost :	0.00	0.00	0.00	0.00	0.00
CNC Hours :	0.00	0.00	0.00		
CNC :	0.00	0.00	0.00	0.00	0.00
Misc. Hours :	0.00	0.00	0.00		
Misc. :	0.00	0.00	0.00	0.00	0.00
Burden :	0.00	0.00	0.00		
Total Cost :	0.00	2.51	100.00		
Margin :	0.000	0.000			
Selling Cost :	0.00	2.51			

	Estimated	Actual
Labour Hrs/Amount Done :	0.00	0.00
Profits/(Loss) :	0.00	(-2.51)